

January 5"

ice. Well, they had been hiding under the ice and were there in very large quantities.

"All of the vessels have been doing remarkably well, which, as you know, has changed the complexion of the whole situation. Skippers and agents who a week previous were going around with their lip hanging down like the tail board of an ice wagon suddenly began to wear smiles that would do you good to look at.

"It is emphatically stated by all the skippers that had the ice not been broken the third time by the Potomac, few if any herring would have been taken from the time the ice formed up to now.

"The only drawback since the arms were broken up and real fishing began is the absence of frost. Last night the ground froze hard and tonight the indications are favorable for freezing herring. I do hope that all the vessels will obtain loads and the present indications point to that direction.

"The Potomac left for Lunenburg last Thursday at 11 o'clock. She had on board a number of captains and fishermen who were taking the last passage for the season. Mr. Alexander is at Birchy Cove and is going to stay with the fleet for some time yet.

"Capt. Joseph Cusick passed away last night. You all probably know of his death. Everybody here is extremely sorry that his life has been cut short. One's feeling, in a case of this kind, cannot be expressed in words.

"Sch. Ralph. F. Hodgdon was destroyed by fire this morning at Birchy Cove. There is nothing left of her. She has gone up in smoke."

A letter to one of our large firms here from the captain who has charge of its fleet of herring vessels at Bay of Islands says:

"Things have brightened wonderfully and there are plenty of herring now, thanks to the Potomac, which broke the ice in the Arms, allowing the tide and wind to take the worst of it out to sea. Too much praise cannot be given Mr. Alexander and Capt. Hines of the Potomac for what they have done here. It would have been a sick looking lot of skippers and vessels going home with no cargoes if it was not for what these two men and the Potomac have done for us here."

January 5"

INTERESTING FIGURES.

Resume of Nova Scotia and Lunenburg 1906 Catch.

Gloucester of Nova Scotia Has Fleet of 131 Crafts.

In the Halifax Herald of Monday, Mr. A. H. Whitman has a very exhaustive and interesting resume of the fish trade of Nova Scotia for 1906 in which he says:

"The 1st of January, 1906, found the Nova Scotia and Newfoundland houses heavily stocked with dry fish bought at probably the highest average prices known in the trade. This owing to exaggerated reports of the shortness of the catch and to good demand during the autumn of 1905. The upsetting factor was the very large catch on the Labrador coast."

"Mr. Whitman says that after it became evident that the Labrador catch would reach 800,000 quintals, St. John's firms made heavy shipments in all directions, and Nova Scotia firms were forced to risk consignments at the West Indies or hold over an excessive stock into the new season.

"The final outcome was losses to St. John's exporters estimated at \$400,000, and Nova Scotia losses estimated at \$100,000, with the disadvantage of having large stocks of old cure, and more or less deteriorated fish to be worked off during July, August and September 1906, interfering to a great extent with new business."

"It might be interesting to note here that two Newfoundland houses for the first time invaded the Nova Scotia market, buying some 18,000 quintals of the Lunenburg bank catch at about 50 cents per quintal over the best Halifax offers, and are using the fish for the Oporto trade."

"The success or partial failure of the Nova Scotia bank fishery does not today rule prices to anything like the same extent as some years ago. The Labrador catch is now the ruling factor."

"The mackerel catch, while under the average, say about 20,000 barrels, was marketed at remunerative prices, only interfered with by the wretched packages used by our fish-

men. The above quantity does not include the mackerel used fresh, either for local trade or iced for Boston, which probably amounted to an additional 20,000 barrels."

Mr. V. M. Messenger of Lunenburg, C. B., in the same issue of the Herald has a very interesting resume of the extensive fisheries of Lunenburg, which is very rightfully called the Gloucester of Nova Scotia, and this, as well as the above extracts from Mr. Whitman's article, will be of much interest here. From Mr. Messenger's story we clip the following paragraphs:

"The catch of 1905 was sold at a record price which, while a great boon to the fishermen owing to their small fares, on the other hand was rather unfortunate for the dealers and the catch in Newfoundland and other places was very large.

"On the other hand the prices at the consuming markets were low and as the stocks of fish laid in at extreme prices had to be moved before the summer, shippers lost heavily on their holdings.

"During the year the Atlantic Fish Companies, the new firm, which has instituted so many reforms to the advantage of the fishermen, had got into full operation. They have acquired many fishing schooners, added a new steamer—the Atlantic—to their fleet, which is now at the Bay of Islands, engaged in the frozen herring trade, and by the manufacture of fish here given employment to many hands. The completion of their modern bait freezing plant has largely overcome the greatest obstacle to success which our fishermen meet.

"There seems to be no decrease in the quantity of the fish in Lunenburg bay, as where 20 boats made \$200 in a season formerly, it is possible for 40 boats to make twice that amount now. This rich fishing ground was fairly alive with boats, while the season was open, the bay being so packed with traps that it was almost possible to step from one to another.

"Not for many years have our shore fishermen been rewarded so well for their labors. The mackerel catch was far larger than ever and the fishermen reaped a good harvest, good prices being obtained and the catch handled by our merchants here. Then came the summer herring, and as the statistics show about 10,000 barrels were caught.

"In the Lunenburg and New Dublin districts there were 435 boats, carrying 510 men, engaged in the shore fishing. These fishermen caught 3205 quintals codfish, 873 quintals of haddock, 4355 pounds of halibut, 915 quintals pollock, 250 quintals hake, 6600 barrels herring, 5100 barrels of mackerel, 968 cases and nearly 150,000 pounds of lobsters.

"The banking fleet, comprised 131 vessels, carrying 2196 men. The total catch of this fleet for spring and summer was 115,390 quintals—a small catch.

"For the past six weeks vessels have been regularly sailing for Porto Rico, and at the present rate it will not take very long to market the whole product.

"Unlike Gloucester, most of the catch of the banking fleet is marketed dry. Gloucester fishermen sell their fish when they arrive at the home port. This in the opinion of those most familiar with the business is the only successful way to conduct the fishing business.

"Our fishermen get home in September, and do not see the color of their money until January, February or March, when the fish are sold. Something new was instituted, however, this spring by the Atlantic Fish Companies, who issued a circular letter to the captains of all the fishing vessels offering to buy the fish green. Three or four took advantage of this opportunity, among the number being the skippers of the schooners Lilla B. Hirtle of this port and Moran of La Have.

"The men received their money as soon as the fish were weighed and consequently went on the summer trip better satisfied. The crews of the schooners whose fish were hand cured did not receive payment until they came home in September.

"But we should enter upon the new year determined to develop our great industry. Look how Gloucester has prospered! They use everything connected with the fish, the head, entrails, skin, bone, etc. Why should not the same be done here?"

"Here is a grand chance for our town council to show its interest in the growth and prosperity of Lunenburg. Glue factories, box factories, and other industries connected with fishing which have made Gloucester so prosperous could just as well be operated here, and it is to be hoped that the question of developing our great industry to its fullest extent will receive the consideration it demands from the town fathers and citizens generally during the year of 1907."

January 5"

DAILY TIMES FISH BUREAU.

Today's Arrivals and Receipts.

Sch. Rita A. Viator, shore.
Sch. Belbina P. Domingoes, shore.

Today's Fish Market.

These prices are based on the last known sales.

Eastern "halibut" codfish, \$5.25 per cwt. for large and \$4.12 1-2 for small.

Bank halibut, 10 cts. per lb. for white and 8 cts. for gray.

Splitting prices of fresh fish; Large Eastern cod, \$2.87 1-2; medium do., \$1.75; large Western, cod \$2.87 1-2; medium do., \$1.75; haddock, \$1.00; cusk, \$1.75; hake, \$1.40; pollock, 95 cts.

Salt handline Georges codfish, \$5.00 per cwt. for large, \$4.00 for medium.

Salt Trawl Georges codfish, \$5.00 for large \$3.50 for medium.

Salt hake, \$2.00.

Salt haddock, \$2.00.

Salt cusk, \$2.25.

Salt pollock, \$1.75.

Newfoundland salt herring, \$4.25 per bbl.

Boston.

Br. sch. Eva Jane, frozen herring.

Sch. Francis Whalen, 50,000 haddock, 10,000 cod, 9000 hake, 5000 cusk.

Sch. Lucania, 50,000 haddock, 5000 cod.

Sch. Mooween, 25,000 haddock, 21,000 cod, 10,000 hake, 2000 halibut.

Sch. Catherine G. Howard, 35,000 haddock, 5000 cod, 10,000 hake, 500 halibut.

Haddock \$2, offered; large cod, \$3.20 offered; hake, \$1.40; cusk, \$1.75.

January 7"

HERRING NOW SCARCE.

Fleet Was Favored with a Good Frost on Saturday.

Several More Vessels Are Now On the Way Home.

Telegrams from Bay of Islands, N. F., Saturday indicated that after two days of mild weather, there was frost again. Herring were from scarce to fair in different portions of the Arms.

Sch. Parthia is now on the way with a load of frozen herring and sch. Priscilla Smith, which is also on the way, is supposed to have frozen herring.

Sch. Judique is on the way home with 1200 barrels of salt herring and 100 barrels of frozen herring and sch. Madonna is also on the way with 600 barrels of salt herring and 300 barrels of frozen herring.

January 7"

DAILY TIMES FISH BUREAU.

Today's Arrivals and Receipts.

Sch. Senator, Querc Bank, 10,000 lbs. halibut.

Sch. Ella G. King, Georges, 12,000 lbs. salt cod.

Sch. Arkona, Bay of Islands, N. F., 1500 bbls. salt herring.

Today's Fish Market.

These prices are based on the last known sales.

Eastern "halibut" codfish, \$5.25 per cwt. for large and \$4.12 1-2 for small.

Bank halibut, 10 cts. per lb. for white and 8 cts. for gray.

Splitting prices of fresh fish; Large Eastern cod, \$2.87 1-2; medium do., \$1.75; large Western, cod \$2.87 1-2; medium do., \$1.75; haddock, \$1.00; cusk, \$1.75; hake, \$1.40; pollock, 95 cts.

Salt handline Georges codfish, \$5.25 per cwt. for large, \$4.25 for medium.

Salt Trawl Georges codfish, \$5.00 for large \$3.50 for medium.

Salt hake, \$2.00.

Salt haddock, \$2.00.

Salt cusk, \$2.25.

Salt pollock, \$1.75.

Newfoundland salt herring, \$4.25 per bbl.

January 7

Boston.

Sch. Morning Star, 1000 cod.
 Sch. Laura Enos, 1000 cod.
 Sch. Two Sisters, 3000 cod.
 Sch. Georgianna, 35,000 haddock, 20,000 cod, 12,000 cusk.
 Sch. Frances P. Mesquita, 5000 haddock, 4000 cod, 9000 hake.
 Sch. Mary E. Silvieri, 7000 haddock, 1000 cod, 2000 hake.
 Sch. Julietta, 2500 haddock, 1000 cod, 1200 hake.
 Str. Ida, 2500 cod.
 Sch. Marguerite, 6500 cod.
 Sch. Esther Gray, 6000 cod.
 Sch. Emerald, 4000 haddock, 2000 cod.
 Sch. Priscilla, 8000 cod.
 Sch. Hattie F. Knowlton, 2000 haddock, 6000 cod.
 Sch. Mildred Robinson, 30,000 haddock, 12,000 cod, 10,000 cusk.
 Sch. Wm. A. Morse, 3500 cod.
 Sch. Fame, 40,000 haddock, 20,000 cod.
 Sch. Mildred V. Nunan.
 Haddock, \$2 to \$2.75; large cod, \$3.30 to \$3.50; market cod, \$1.65 to \$1.75; cusk, \$1.50; hake, \$2 to \$4.50; pollock, \$2.50.

January 9

POTOMAC GOING BACK.

Will Return to Bay of Islands and Stay with Fleet.

Will Leave North Sydney, C. B., for There This Morning.

The United States government tug Potomac, which has been at Bay of Islands, N. F., this season with our herring fleet, and which three times thus far has cut the crafts out of the ice in the arms of the bay, will go back there and remain with the fleet until the season closes.

Last week she left Bay of Islands, N. F., for home and put in at Louisburg, C. B., and then went to North Sydney, C. B. As previously stated in the Times, her arrival there caused much surprise to the vessel owners here, who had been given to understand that she was to stay at Bay of Islands until the herring season was over.

The matter was immediately taken up again with the authorities at Washington and evidently with success, for a despatch from North Sydney, C. B. says:

"Lieut. Hinds, commander of the United States naval tug Potomac, received instructions from Washington tonight to proceed to Bay of Islands, N. F., and cut out a number of fishing vessels which are frozen in the ice there. The Potomac leaves early tomorrow morning."

January 10

LOOKING FOR MORE TROUBLE

Claim American Skippers Charge Natives for Gear.

THREATS TO SEIZE VESSELS.

Newfoundland Officials Look Up-on Action as Trading.

A despatch from St. John's, N. F., dated yesterday says:

"The herring fishery appeal case was partly argued before the supreme court yesterday. The court adjourned until 3 o'clock next Monday afternoon to allow counsel for the appellants to file the agreement under which the two men in question had joined the American vessels. Counsel contended that as servants hired by American fishermen these men enjoy the same immunity from the local laws as Americans.

"The herring fishery at Bay of Islands is now drawing to a close. The American vessels are trying to charge the colonial fishermen with the cost of the nets and other gear supplied them to fish for said vessels, the men to retain this gear. The colonial government is threatening to seize the American vessels for trading within colonial waters if they persist in making those collections, alleging that so to do would constitute trading, and the American vessels under existing treaties have no right to engage in trade."

The British sch. Alma Nelson, under charter to Capt. Almon D. Mallock, from Bay of Islands, with a cargo of frozen herring, bound for New York, was at Vineyard Haven yesterday.

Sch. Colonial, with a cargo of partly frozen herring, bound home from Bay of Islands, N. F., was at North Sydney, C. B., yesterday.

A telegram received here yesterday from a point on the Gulf of St. Lawrence states that there is no ice at Anticosti.

A quantity of ice is still reported in Belle Isle Straits. It had swept down on the northeast coast, but the mild weather and change of wind drove it off and for over a week none has been seen. Seals were reported on the ice when it blocked the shore.

The British sch. Mary A. Duff arrived at Boston this morning with a cargo of salt herring from Bay of Islands.

Sch. Patrician, Capt. C. Wesley Farmer, arrived this morning with 1700 barrels of salt herring, one of the largest cargoes of the season. The Patrician made a fine passage home, but iced up considerably off here yesterday and last night in the heavy northwester.

January 9

LARGE FLEET BOUND HOME

Crafts at Bay of Islands Have Done Well Recently.

Zero Weather on Sunday and Frost Again Yesterday.

Recent advices from Bay of Islands, N. F., are of a most satisfactory nature. On Sunday, herring were in fair numbers and the fleet was favored with zero weather. On Monday the weather was mild, but yesterday there was a good frost again and herring in goodly quantity.

All the vessels worked their scaffolds to the limit and late despatches yesterday indicate that a large number of the fleet are now loaded and have sailed or are ready to sail. It is believed here that there are now but few vessels which have not taken loads. There are some not quite loaded at present, but these, with good cold weather and if the herring hold out, will probably finish in a few days. The only drawback is the variability of the weather, which of late has been frosty one day and mild the next.

The news of the success of the fleet in securing frozen loads so quickly was received with much satisfaction more especially as not many days ago, the continued mildness of the weather made it look as though the chances of securing many loads of frozen herring were very slim.

While several of the vessels now on the way home have full loads of frozen herring, others have partly salt and partly frozen, and still others have all salt herring. It is the general opinion here, based on the recent telegraphic advices that a large fleet is now bound home.

A special despatch to the Times this forenoon from one of our well known skippers who is in charge of two fleets at Bay of Islands, N. F., dated this morning, says, "Left the Arm yesterday. Herring scarce. Weather mild today."

The fact that the weather has set in mild again and that herring are scarce will delay many of the vessels that are partly loaded and only need a little more frost and herring to finish up.

January 9

DAILY TIMES FISH BUREAU.

Today's Arrivals and Receipts.

Sch. M. Madeleine, via Boston, 25,000 lbs. fresh cod.
 Sch. Pythian, via Boston.
 Sch. Manomet, via Boston.
 Sch. Catherine D. Enos, via Boston.
 Sch. Flora J. Sears, shore.
 Sch. Ida S. Brooks, shore.
 Sch. Emily Sears, shore.
 Sch. Frances P. Mesquita, shore.
 Sch. Hope, shore.

Today's Fish Market.

These prices are based on the last known sales.

Eastern "hallbut" codfish, \$5.25 per cwt. for large and \$4.12 1-2 for small.

Bank halibut, 10 cts. per lb. for white and 8 cts. for gray.

Splitting prices of fresh fish; Large Eastern cod, \$2.87 1-2; medium do., \$1.75; large Western, cod \$2.87 1-2; medium do., \$1.75; haddock, \$1.00; cusk, \$1.75; hake, \$1.40; pollock, 95 cts.

Salt headline Georges codfish, \$5.25 per cwt. for large, \$4.25 for medium.

Salt Trawl Georges codfish, \$5.00 for large \$3.50 for medium.

Salt hake, \$2.00.

Salt haddock, \$2.00.

Salt cusk, \$2.25.

Salt pollock, \$1.75.

Newfoundland salt herring, \$4.25 per bbl.

Boston.

Sch. Rita A. Viator, 4000 haddock, 1500 cod, 3000 hake.
 Sch. Olive F. Hutchings, 6000 haddock, 2000 cod, 4000 hake.
 Sch. N. A. Rowe, 9000 cod.
 Sch. Walter P. Goulart, 6000 haddock, 1000 cod, 1000 hake.
 Sch. Orinoco, 30,000 haddock, 20,000 cod.
 Sch. Tecumseh, 19,000 cod.
 Sch. George E. Lane, Jr., 17,000 cod.
 Sch. Sadie M. Nunan, 9000 haddock, 1000 cod, 2000 hake, 2000 cusk.
 Sch. Valentinna, 1000 haddock, 10,000 cod.
 Sch. Belbina P. Domingoes, 9000 haddock, 2000 cod, 2000 hake.
 Sch. Minerva, 5000 haddock, 2000 cod, 1000 hake.
 Sch. Mary T. Fallon, 6000 haddock, 1000 cod, 500 hake.
 Sch. Mary Emerson, 4500 pollock.
 Sch. George H. Lube, 12,000 haddock, 9000 cod, 12,000 hake.
 Sch. Ida M. Silva, 5000 haddock, 8000 cod, 3000 hake, 2000 pollock.
 Haddock, \$1.65 to \$2.50 per cwt.; large cod, \$2.75; market cod, \$1.75; hake, \$1.25 to \$3; pollock, \$3.25; cusk, \$1.50.

January 9

JAPAN BUYS ISLANDS?

Montreal, Jan. 9.—The French-Canadian newspaper La Presse announces that the islands of St. Pierre and Miquelon will be sold by France to Japan. The paper's authority for the statement is "a distinguished Italian who is now visiting Canada."

January 10

ON CAPE SHORE

British Herring Sch. Britannia Probably Total Loss.

Sch. Helen M. Doughty in Bad Position on Doughty Point.

The British sch. Britannia, from Bay of Islands, N. F., for Boston, with a cargo of salt herring, is ashore at Haddock Shoal, near Lunenburg, N. S., and it is thought she will be a total loss. Her crew are safe.

The Britannia has had hard luck since she left Lark Harbor. In the gulf of St. Lawrence she encountered a series of severe gales and finally reached St. Pierre, damaged and with her sails badly torn. From there she made over on the Cape Shore, and when off Halifax met more bad weather and was forced into Halifax for harbor. She sailed from there Tuesday morning, but another gale springing up, she headed for Lunenburg harbor and was making that port when the accident happened.

The Britannia was 90 tons register, built at Lunenburg in 1893, and was owned by Capt. Pettipas of Bay of Islands.

A wrecking tug, with divers, has been sent to the scene of the wreck to try and float her, but it is feared that she is a total loss.